

CHAPTER 5

DPE Drive Test Requirements and Scoring Criteria

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CHAPTER 5 (cont.)

DPE Drive Test Requirements and Scoring Criteria

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<p>Background 5.1</p>	<p>The CDL DPE methodology was evaluated during a Class C DPE pilot project in Southern California in 1996 through 1998. The pilot proved to be a valid, reliable, and objective method of evaluating a driver's performance. The uniformity required to maintain the driver testing standards is accomplished by developing comprehensive scoring criteria, uniform skill test and road test route elements, standardized drive test score sheets and mandatory examiner training to promote compliance with the CDL DPE criteria.</p> <p>The test has been revised to more closely incorporate federal standards as outlined in the American Association of Motor Vehicle Administrators, (AAMVA), Version 2.0, model CDL Examiner's Manual.</p>
<p>What is CDL DPE? 5.2</p>	<p>The CDL DPE is an evaluation of a driver's commercial driving competency based on the federal standards as outlined in the American Association of Motor Vehicle Administrators, Version 2.0, model CDL Examiner's Manual.</p>
<p>Setting up the Road Test Route 5.3</p>	<p>Below are instructions on how to set up your primary and alternate drive test routes to ensure that they are documented and scored correctly.</p> <p>Every maneuver listed in the criteria must be included in all routes. Simulations are permitted where noted, but should only be used if the route element does not exist within the geographic area or is so far away that the length of the road test would be significantly extended in order to include the element.</p> <p>Employers can submit a request for route waiver, which is located on the back of the Employer Testing Program DPE Route Maneuver Checklist.</p> <p>Remember, you must establish and document a primary route and an alternate route. After your routes are reviewed by DMV, they will be assigned route numbers, which must be placed on the Certificate of Driving Skill and the route documentation. Any changes or deviation from the accepted routes must be re-documented and approved by DMV before use.</p>

<p>Setting up the Road Test Route (cont.) 5.3</p>	<p>Only the required route maneuvers are scored during the road test. However, a critical driving error can be made anywhere along the route. The scored maneuvers should be indicated on the documentation by having a number in the number column. List all maneuvers including un-scored maneuvers. The route documentation must list the maneuvers sequentially in order to allow a DMV representative or another examiner to follow the route from start to finish.</p> <p>Ensure that the scored maneuvers are far enough apart to allow the examiner enough time to give instructions to the driver, observe the maneuver, and record results on the road test score sheet. Try to optimize the efficiency of the routes by minimizing the number of un-scored maneuvers between each scored maneuver. Also, keeping in mind to leave the examiner enough time to score each scored maneuver and give the next instruction to the driver.</p> <p>Travel the route during different times of the day to make sure the time required to complete the route is acceptable. Check that the verbal directions are clear, understandable and are given early enough to allow the driver to complete the requested maneuver.</p> <p>The following steps summarize the development of a route for your testing location:</p> <ul style="list-style-type: none"> • Identify any required maneuvers that need to be added to your existing route. (Refer to chapter 8 for required route elements.) • Trace or hand-draw the route on a map. Identify the locations of the scored maneuvers using the ETP CDL/DPE Scored Maneuvers Checklist form. • Drive the route to determine if locations for scored maneuvers meet the route maneuver criteria requirements. • Drive the routes again; compose verbal instructions (directions) that your examiner will give to the driver. Identify the direction points where the verbal instructions will be given to the driver. (Direction point; the location the instruction is given to the driver.) • Add any pertinent comments regarding the location of a maneuver on the ETP CDL/DPE Route and Directions form. Also, include information such as the type of intersection or turn being made; e.g., left turn at a stop sign or intersection controlled by a traffic signal. • Test the routes for location, clarity of verbal directions, and route length using your own personnel as drivers during different times of the day.
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<p>Setting up the Road Test Route (cont.) 5.3</p>	<ul style="list-style-type: none"> • Complete and finalize the routes on the (ETP CDL/DPE Route and Directions form), and number all scored maneuvers sequentially. • Drive the routes again to determine that they meet all route criteria, allows you adequate time between scored maneuvers, and that no potentially hazardous situation exists.
<p>Recording the Route 5.4</p>	<p>After the ETP CDL/DPE route development is complete, a copy of the ETP CDL/DPE Route and Direction Sheets must be in the Employer files for both the primary and alternate routes. In addition, the Employer must send a copy of the ETP CDL/DPE Route and Direction Sheets for the primary and alternate drive test route to the Employer Testing Program Unit for route verification and the assigning of route numbers. (All route alterations must be approved by DMV prior to use.) Send route documentation to:</p> <p style="text-align: center;">Department of Motor Vehicles Employer Testing Program P.O. Box 944278, MS-H275 Sacramento, CA 94244-2780 Phone: (916) 657-7830</p>
<p>Route Element Requirement of the CDL/DPE 5.5</p>	<p>ROUTE ELEMENT REQUIREMENT OF THE CDL/DPE</p> <ol style="list-style-type: none"> 1. Bridge/Overpass/Sign <ul style="list-style-type: none"> • Identification of a posted clearance sign for height, or • posted weight limit for bridge, or • signs designated for commercial vehicles, such as "No Commercial Vehicles After 11:00 P.M." or "Bridge with 10 Ton Limit in 5 Miles". 2. Railway Crossing <ul style="list-style-type: none"> • The crossing should have enough clear visibility for the driver to look left and right upon approach. • If an actual crossing is not available, a simulation of a railroad crossing may be done. 3. Parking On Upgrade/Downgrade <ul style="list-style-type: none"> • Grade needs to be steep enough to cause the vehicle to roll if the driver does not park properly.

<p>Route Element Requirement of the CDL/DPE (cont.) 5.5</p>	<p>4. Simulated Downgrade</p> <ul style="list-style-type: none"> • Prior to downgrade element, may be performed before leaving yard or use a flat section of road, with little or no traffic, and should be about a quarter-mile long • Driver must demonstrate and explain the actions taken while driving down a steep grade. <p>5. Driving Down Grade</p> <ul style="list-style-type: none"> • Grade should be steep and long enough to require gearing down and braking. • A steep, short hill is the next best choice if a long grade cannot be found. Examples: a freeway overpass or freeway entrance or exit ramp that leads to and from an elevated freeway and returns to the surface streets. <p>6. Driving Up Grade</p> <ul style="list-style-type: none"> • Grade should be steep and long enough to require changing gears to maintain speed • A steep short hill is the next best choice if a long grade cannot be found. Examples: a freeway overpass or freeway entrance or exit ramp that leads to and from an elevated freeway and returns to the surface streets. <p>7. Two Lane Changes</p> <ul style="list-style-type: none"> • One lane change to the right. • One lane change to the left (must be before the freeway segment). • Can be located anywhere on the route; preferably on a street with a minimum posted speed limit of 35 mph. • If possible, build lane changes as a natural maneuver within the route, e.g., lane change is required to perform a turn maneuver. <p>8. Four Left and Four Right Turns</p> <ul style="list-style-type: none"> • Mixed difficulty levels. • At least one left and one right turn should have multiple lanes requiring correct lane choice on approach and finish. • Two at signal controlled locations: one left and one right. • Two additional turns (preferably at intersections controlled by stop signs or turn arrows, but may be uncontrolled with limit lines, crosswalks, turn lanes, etc.).
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<p>Route Element Requirement of the CDL/DPE (cont.) 5.5</p>	<p>9. Six Intersections (No blind intersections)</p> <ul style="list-style-type: none"> • Two controlled by a light (red, yellow, and green). • Two controlled by a stop sign (two-way or four-way stop). <p>Note: Must require a full stop. No turn allowed following a stop intersection.</p> <ul style="list-style-type: none"> • Two through (straight ahead) intersections <p>Note: No stopping required under normal driving conditions. (May be controlled by a Yield sign.) No turn allowed at a through intersection.</p> <p>Exception: If it is absolutely necessary, a turn at an uncontrolled intersection may be used as a scored through intersection. Only one exception is allowed per route.</p> <p>NOTE: A scored intersection should require the driver to cross the intersection and not turn at it.</p> <p>10. One Segment of Freeway Driving</p> <ul style="list-style-type: none"> • Minimum of one-half mile. • Must have merge on-ramp and exit lane or ramp. <p>NOTE: If at all possible, avoid using ramps that require the applicant to weave with the exiting freeway traffic.</p> <p>NOTE: A four-lane highway with a minimum speed of 45 mph, with acceleration and deceleration lanes, and allowance for applicant to perform two lane changes, may be substituted for a freeway.</p> <p>11. One Rural Section</p> <ul style="list-style-type: none"> • Minimum 3 blocks (3 intersections), preferably a narrow street. <p>12. One Urban Section</p> <ul style="list-style-type: none"> • Minimum 3 blocks including (3 intersections), moderate traffic density. <p>13. One Curve</p> <ul style="list-style-type: none"> • Preferably a left curve. • Lanes should be marked, if possible. • Must require applicant to adjust speed before entering the curve. • Should be tight enough to produce off-tracking of combination vehicles. • Located anywhere on the route (freeway entrances or exits, residential area, etc.)
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<p>Objective of CDL DPE 5.6</p>	<p>The CDL DPE determines whether the driver:</p> <ul style="list-style-type: none"> • Has the knowledge to determine when the vehicle is safe to operate. • Has the ability to maneuver the vehicle in confined spaces. • Has the knowledge to properly operate a commercial vehicle. • Has the ability to operate a vehicle safely. • Has formed proper habits for safe driving. • Can translate knowledge of traffic laws into actual practice. <p>Note: Another objective of the CDL DPE is to call to the driver’s attention those deficiencies in skill or habits that are unsafe, but do not necessarily disqualify the driver from obtaining a license.</p>
<p>Objective of Scoring Criteria 5.7</p>	<p>The CDL DPE scoring criteria applies to all commercial drivers. The detailed scoring criteria is designed to maximize scoring consistency. Nevertheless, it is not possible to develop scoring criteria that is so explicit or rigid that examiner will always agree on every driver’s behavior.</p>
<p>Using the Drive Test Score Sheet 5.8</p>	<p>Drive test score sheets are required to document each drive test given for certification purposes. The score sheets are completed by the examiner, and signed by the examiner and driver. The DPE drive test score sheets are a two-part form (DL65ETP part I and II). All score sheets, pass and fail, must be kept in the employers file for each driver certified for three years or three years after the driver leaves employment with the company.</p>
<p>Pre-Drive Checklist 5.9</p>	<p>Before the pre-trip inspection begins, the examiner must ensure that the turn signals, brake lights, and horn are in good working condition. (This is not part of the scored drive test. The driver must also check these items during the inspection.)</p>
<p>Pre-Trip Inspection 5.10</p>	<p>Setting-up the Score Sheet: Before the pre-trip inspection begins, the pre-trip inspection score sheet must be “set-up”. The following procedure must be followed:</p> <ul style="list-style-type: none"> • Complete the drive test date. • Complete the test location or route number. • Complete the drive test vehicle license plate number(s). • Complete the Examiner’s signature and driver’s license number. • Complete the Type Vehicle section. • Check the class of vehicle. • Circle the number of vehicle axles. • Circle the number of trailer axles (if applicable). • Circle air brakes (if applicable).

<p>Pre-Trip Inspection (cont.) 5.10</p>	<ul style="list-style-type: none"> • Calculate the passing score and circle. • Have the driver sign the sheet score sheet. • Complete the driver’s driver license number. <p>Cross off or line out items that are not features present on the vehicle(s). (Example: Line out air brakes if not present on the vehicle or cross out the truck/tractor and trailer section if the drive test vehicle is a bus.)</p>
<p>Scoring the Driver 5.11</p>	<p>The driver must correctly identify and describe the features of the drive test vehicle. For each feature correctly inspected by the driver, fill-in the oval next to the feature. If a vehicle feature does not have a filled in oval next to it, the driver either did not inspect the item or incorrectly inspected the feature. Count the empty ovals to determine how many vehicle features did the driver not inspect. Put the total errors in the results box. Compare the number of errors with the passing score indicated in the passing score box. (The passing score rate is obtained from the back of the pre-trip inspection score sheet.) Indicate if the test was passed, unsatisfactory, or mechanically postponed.</p>
<p>Pre-Trip Inspection is a Knowledge Test 5.12</p>	<p>The Pre-Trip Inspection is a knowledge test to see if the driver understands which features and equipment on the test vehicle should be inspected before operating the vehicle. It includes a vehicle safety item check. Once the Pre- Trip Inspection is passed, it need not be repeated if the Skill Test or Road Test segment results are unsatisfactory .The vehicle safety item check, however, should be completed each time the Skill or Road Test portions are conducted. The following items should be checked during the vehicle safety item check:</p> <ul style="list-style-type: none"> • Brake lights • Turn signals • Emergency flashers • Horn • Splashguards (if required) <p>The in-cab brake system check must also be repeated. This is not a test. It is only to assure the examiner that the vehicles in safe operating condition. If the driver cannot demonstrate that the air brake system works properly, postpone the driving test.</p>

<p>Pre-Trip Inspection is a Knowledge Test (cont.) 5.12</p>	<p>The driver is not required to perform a detailed pre-trip inspection, but must identify each feature and equipment and explain how to check the item. If the driver has problems verbalizing the pre-trip knowledge, the driver may demonstrate the knowledge by the "hands on" approach; as well as, explain the items checked.</p> <p>The pre-trip inspection must be tailored to the test vehicle. Items that cannot be checked because they are not present or are not accessible are to be excluded from scoring.</p> <p>Example: If a bus is so designed that the brakes, drums, and linings are not visible, do not score that item.</p>
<p>Pre-Trip Inspection Mechanical Postponement 5.13</p>	<p>Below is a list of items that would be a mechanical postponement, provided the driver notes the hazard. If the driver does not mention the condition, then it is a pre-trip inspection failure mark. The list below is not all-inclusive.</p> <ul style="list-style-type: none"> • Vehicle is leaking fluid. • Hose(s) has leaks. • Oil pressure gauge is not working. • Any excessive air leak or malfunction of an air brake device. • Parking brake does not hold vehicle. • Windshield or mirror has obstructions blocking the view of driver and/or examiner. • Lights are not working. • Horn does not work. • A tire does not have the required tread depth. (4/32 on steering axle tires, 2/32 on all other tires.) • Splash guards missing if required by the design of the vehicle. • If one out of the five lug nuts is missing or two out of ten lug nuts are missing. <p><u>NOTE:</u> The Pre-Trip Inspection must be passed before taking the Skills Test and Road Test portions of the CDL DPE.</p>
<p>Pre-Trip Inspection Criteria 5.14</p>	<p>The inspection items are listed below in the order they appear on the CDL Pre- Trip Inspection Evaluation Score Sheet (DL 533 ETP Score Sheet Part 1).</p> <p>NOTE: Whenever possible, the driver will open the engine compartment. The driver does not actually check any fluids. In a cab-over tractor, only items that are visible to the driver without raising the cab need to be described.</p>

Pre-Trip Inspection Scoring Criteria 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
All Vehicles (Engine Compartment)	Oil level	Identifies the oil dipstick and describes how to check the oil to see if it is in the safe operating range.
	Coolant level	Identifies the sight glass, reservoir, or radiator and describes how to check the coolant level to see if it is in the safe operating range.
	Power steering fluid/(belt)	<ul style="list-style-type: none"> Identifies the power steering dipstick and describes how to check the fluid level to see if it is in the safe operating range. Identifies the belt that drives the power steering unit. Notes that the belt is not frayed, has no visible cracks, loose fibers, or signs of wear.
	Water pump (belt)	Identifies the belt that drives the water pump. Notes that the Belt is not frayed, has no visible cracks, loose fibers, or signs of wear.
	Alternator (belt)	Identifies the belt that drives the alternator or generator. Notes that the belt is not frayed, has no visible cracks, loose fibers, or signs of wear.
	Air compressor (belt)	Identifies the belt that drives the air compressor. Notes that the belt is not frayed, has no visible cracks, loose fibers, or signs of wear.
	Leaks/hoses	<ul style="list-style-type: none"> Checks for puddles or dripping fluids on the ground under the engine. Describes how to check hoses for wear and leaks.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
All Vehicles (Engine Start)	Clutch/ gearshift	<p>Manual:</p> <ul style="list-style-type: none"> Depresses clutch before turning on starter. Keeps depressed until engine reaches idling. Places gearshift in neutral. Starts engine, then releases clutch slowly. <p>Automatic:</p> <ul style="list-style-type: none"> Places the gear selector in the park or neutral position.
	Temperature	<ul style="list-style-type: none"> Checks that the temperature gauge is working. <p>Temperature should begin to climb to the normal operating range or temperature light should be off.</p>
	Oil Pressure	<ul style="list-style-type: none"> Checks that oil pressure is building to normal. <p>Gauge (if present) shows increasing or normal oil pressure or warning light goes off.</p>
	Ammeter/voltmeter	Checks that gauge(s) show alternator or generator is charging or warning light is off.
	Air brake check (C-O-L-A) C=air compressor <i>cuts</i> in O=air compressor <i>cuts</i> out blow pressure warning A=air leakage Driver must verbalize and demonstrate the air brake check.	<p>Low Air Warning Device Low-pressure warning device activates between 55 and 75 psi.</p> <p>Air Governor:</p> <ul style="list-style-type: none"> Air compressor cuts in no lower than 85 psi/min. Air compressor cuts out at 130 psi/max. (Normal acceptable cut out range from 110 to 120 psi). <p>Air Leakage: With engine off and service brake applied and all other brakes released, the pressure loss is no greater than 3 psi per minute for a single vehicle or 4 psi for a combination.</p> <p>For Hydraulic Brakes Pump the brake pedal three times, then apply firm pressure to the pedal and hold for five seconds. Pedal should not move.</p>

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
All Vehicles (Engine Start) (cont.)	Steering Play	<ul style="list-style-type: none"> For non-power steering, turns steering wheel back and forth and sees that there should not be more than five to ten degrees of free play (approximately two inches at the rim of a 20-inch steering wheel). For power steering, with engine running, turns steering wheel back and forth and sees that there should not be more than five to ten degrees of free play (approximately two inches at the rim of a 20-inch steering wheel).
	Parking brake/hydraulic NOTE: In some buses the emergency brake will not automatically engage when the air bleeds off to a low point. This is acceptable. This condition is not acceptable for tractors and large trucks.	<p>Demonstrates that parking and/or emergency brake either brings the vehicle to a stop or holds vehicle in place by.</p> <ul style="list-style-type: none"> Driving forward or backwards and setting emergency and/or parking brake. <p>or</p> <ul style="list-style-type: none"> Setting emergency and/or parking brake and trying to move vehicle. <p>NOTE: If bus or truck is equipped with a mechanical parking brake and/or emergency brake operates on air, test each separately.</p>
	Mirrors, windshield	<ul style="list-style-type: none"> Checks for proper adjustment of mirrors. Checks windshield to make sure it is clear and has no illegal stickers, obstructions, or damage to the glass. Checks that visibility is not impaired due to dirty mirrors.
	Wipers/washers	Checks that wiper arms and blades are secure, not damaged, and operate smoothly.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
All Vehicles (Engine Start) (cont.)	Lighting indicators (L-R-4-H) L=left turn signal R=right turn signal 4=emergency flashers H=headlight high beam	Checks that (dash) indicators for turn signals, flashers, and headlight high beams illuminate when corresponding lights are turned on. NOTE: Passing is if the driver identifies and checks three out of the four items.
	Horn(s)	Checks that air horn and/or electric horn(s) work.
	Heater/Defroster	Checks that the heater(s)/defroster(s) work.
	Safety belt/emergency equipment (F-E-T) F=fuses E=fire extinguisher T=triangles	<ul style="list-style-type: none"> • Checks for properly secured, mounted, and adjusted safety belts. • Identifies the locations of spare electrical fuses (if used). • Identifies the location of a properly charged and rated fire extinguisher. NOTE: Buses operating within a five-mile radius of municipalities are exempt from carrying fire extinguishers. • Identifies location of three red reflective triangles.
	Lights	Checks that all lights (e.g., headlights [high and low beams], turn signals, clearance, identification) on the front of the vehicle are clean and working.
	Steering box/hoses	<ul style="list-style-type: none"> • Checks that the steering box is securely mounted and not leaking. • Checks for any missing nuts, bolts, and cotter pins. • Checks for power steering fluid leaks or damage to power steering hoses.
	Steering linkage	<ul style="list-style-type: none"> • Checks that connecting links, arms, and rods from the steering box to the wheel are not worn or cracked. • Checks that joints and sockets are not worn or loose. • Checks for loose or missing nuts, bolts, or cotter pins.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Truck/Tractor (Front Suspension)	Spring/air	<ul style="list-style-type: none"> • Checks for missing, shifted, cracked, or broken leaf springs. • Checks for broken or distorted coil springs. • Checks air ride suspension for damage and leaks.
	Spring mount	<ul style="list-style-type: none"> • Checks that spring attachments (brackets, bolts, bushings) are in place. • Checks for cracked or broken spring hangers. • Checks for broken, missing, or loose bolts (includes U-bolts). • Checks for missing or damaged bushing. • Checks for broken, loose, or missing axle mounting parts.
	Shock absorber	Checks that shock absorbers are secure and that there are no leaks.
Truck/Tractor (Front Wheel)	Rims	<ul style="list-style-type: none"> • Checks for damaged or bent rims. • Checks that rims do not have welding repairs. • Checks for rust trails that may indicate rim is loose on wheel.
	Hub oil seal	Checks that hub oil/ grease seals are not leaking, and if a sight glass is present that the oil level is adequate.
	Tires (I-C-D) I = tire inflation C = tire condition D = tread depth	<ul style="list-style-type: none"> • Tire inflation: Checks for proper inflation by using a tire gauge or by striking tires with a mallet or other similar device. • Tire condition: Checks that tread is evenly worn and looks for cuts or other damage to tread or sidewalls. Also makes sure that valve caps and stems are not missing, broken, or damaged. • Tread depth: Checks for minimum tread depth (4/32 on steering axle tires, 2/32 on all other tires).

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Truck/Tractor (Front Wheel) (cont.)	Lug nuts	<ul style="list-style-type: none"> • Checks that all lug nuts are present. • Checks that lug nuts are not loose (rust trails around nuts). • Checks that there are no cracks radiating from lug bolt holes or distortion of the bolt holes. <p>NOTE: If one out of five lug nuts is missing, postpone or reschedule the DPE. If two out of ten lug nuts are missing postpone or reschedule the DPE.</p>
Truck/Tractor (Front Brake)	Slack adjustor	<ul style="list-style-type: none"> • Checks for broken, loose, or missing parts. • Checks that the angle between push rod and adjustor arm should be a little over 90° when brakes are released and not less than 90° when brakes are applied. Also acceptable is if the driver states that the push rod should move less than two inches when the brakes are applied.
	Brake chamber	Checks that brake chambers are not leaking, cracked, or dented, and are mounted securely.
	Brake hoses/lines	<ul style="list-style-type: none"> • Checks that hoses/lines can supply air or hydraulic fluid to brakes. • Checks for cracked, worn, or frayed hoses, and that all couplings are secure and not leaking.
	Brake drum/linings	<ul style="list-style-type: none"> • Checks for cracks, dents, or holes. Also checks for loose or missing bolts. • Checks that brake linings (where visible) are not worn dangerously thin. • Checks brake drum and linings for contaminants such as grease, oil, etc.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Truck/Tractor (Driver/Fuel Area)	Door, mirror	<ul style="list-style-type: none"> • Checks that door(s) are not damaged and that they open and close properly. • Checks that hinges are secure with seals intact • Checks for proper adjustment of mirrors. • Checks that all internal and external mirror(s) are present and not damaged. • Checks that mirror bracket(s) are not damaged and that mirrors are mounted securely. • Checks that visibility is not impaired due to dirty mirrors.
	Fuel tank/leaks	Checks that tank(s) are secure and not leaking, caps are tight, and that there are no leaks from tank(s) or lines.
	Battery box	<ul style="list-style-type: none"> • Wherever located, checks that battery(ies) are secure, connections are tight, and cell caps are present. • Checks that battery connections are not showing signs of excessive corrosion. • Checks that battery box(es) and cover (or door) are secure.
Truck/Tractor (Under Vehicle)	Drive shaft	<ul style="list-style-type: none"> • Checks that drive shaft is not bent or cracked. • Checks that shaft couplings appear to be secure and free of foreign objects.
	Exhaust system	<ul style="list-style-type: none"> • Checks that system is connected tightly and mounted securely. • Checks system for damage and signs of leaking (rust or carbon soot). Exhaust system should have no cracks, holes, or severe dents. • No excessive noise when engine is running.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Truck/Tractor (Under Vehicle) (cont.)	Frame	<ul style="list-style-type: none"> • Checks for cracks or bends in longitudinal frame members. • Checks for loose, cracked, bent, broken, or missing cross members
Truck/Tractor (Rear Wheels)	Rims	<ul style="list-style-type: none"> • Checks for damaged or bent rims. • Rims should not have welding repairs. • Checks for rust trails that may indicate rim is loose on wheel.
	Tires (I-C-D) I = tire inflation C = tire condition D = tread depth	<ul style="list-style-type: none"> • Tire inflation: Checks for proper inflation by using a tire gauge or by striking tires with a mallet or other similar device. • Tire condition: Checks that tread is evenly worn and looks for cuts or other damage to tread or sidewalls. Also makes sure that valve caps and stems are not missing, broken, or damaged. • Tread depth: Checks for minimum tread depth (4/32 on steering axle tires, 2/32 on all other tires).
	Axle seals	<ul style="list-style-type: none"> • Checks that there are no cracks or distortions in wheel/axle mounting and there are no signs of leaking lubricants. • If the axle has a sight glass, driver checks that oil level is adequate.
	Lug nuts	<ul style="list-style-type: none"> • Checks that all lug nuts are present. • Checks that lug nuts are not loose (rust trails around nuts). • Checks that there are no cracks radiating from lug bolt holes or distortion of the bolt holes. <p>NOTE: If one out of five lug nuts is missing, postpone or reschedule the DPE. If two out of ten lug nuts are missing postpone or reschedule the DPE.</p>

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Truck/Tractor/ (Rear Wheels) (cont.)	Spacers	<ul style="list-style-type: none"> • If equipped, checks that spacers are not bent, damaged, or rusted through. • If equipped, checks that spacers are evenly centered, with the dual wheels and tires evenly separated. • On dual wheels, checks that nothing is wedged between the tires.
Truck/Tractor (Rear Suspension)	Springs/air/torque	<ul style="list-style-type: none"> • Checks for missing, shifted, cracked, or broken leaf springs. • Checks for broken or distorted coil springs. • Checks air ride suspension system for damage and leaks. • If vehicle is equipped with torsion bars, torque arms, or other types of suspension components, checks that they are not damaged and are mounted securely.
	Spring mount	<ul style="list-style-type: none"> • Checks that spring attachments (brackets, bolts, bushings) are in place. • Checks for cracked or broken spring hangers. • Checks for broken, missing, or loose bolts (includes U-bolts). • Checks for missing or damaged bushing. • Checks for broken, loose, or missing axle mounting parts.
	Shock absorber	Checks that shock absorbers are secure and that there are no leaks.
Truck/Tractor (Rear Brakes)	Slack adjustor	<ul style="list-style-type: none"> • Checks for broken, loose, or missing parts. • Checks that the angle between push rod and adjustor arm are a little over 90° when brakes are released and not less than 90° when brakes are applied. Also acceptable is if the driver states that the push rod should move less than two inches when the brakes are applied.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Truck/Tractor (Rear Brakes) (cont.)	Brake chamber	Checks that brake chambers are not leaking, cracked, or dented, and are mounted securely.
	Brake hoses/lines	Checks for cracked, worn, or frayed hoses, and that all couplings are secure and not leaking.
	Brake drum/linings	<ul style="list-style-type: none"> • Checks for cracks, dents, or holes. Also checks for loose or missing bolts. • Checks that the brake linings (where visible) are not worn dangerously thin. • Checks brake drum and linings for contaminants such as grease, oil, etc.
Truck/Tractor (Rear of Vehicle)	Lights/reflector	<ul style="list-style-type: none"> • Checks that reflectors are clean, none are missing or broken, and are of proper color (red on rear, amber elsewhere). • Checks that clearance lights work, are clean, not broken, and of proper color (red on rear, amber elsewhere). • Checks that rear running lights are clean, not broken, and the lights are red. (Rear running lights must be checked separately from signal, 4-way flasher, and brake lights). • Checks that brake lights come on when brakes are applied. • Checks that each turn signal and 4-way flasher light works.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Truck/Tractor (Rear of Vehicle) (cont.)	Doors/ties/lift	<ul style="list-style-type: none"> • Checks that doors and hinges are not damaged and that they open, close, and latch properly. • Checks that ties, straps, chains, and binders are secure. • If equipped with cargo lift, looks for leaking, damaged, or missing parts and explains how it should be checked for correct operation. • Lift must be fully retracted and latched securely.
	Splash guards	If equipped, checks that splash guards or mud flaps are not damaged and are mounted securely.
Truck/Tractor (Coupling System)	Catwalk	Checks that catwalk is securely bolted to tractor frame, and clear of loose objects.
	Air/electric lines	<ul style="list-style-type: none"> • Checks that air hoses, electrical lines, and electrical line insulation are not cut, cracked, chafed, spliced, taped, or worn (steel braid/electrical conductor should not show through). • Checks that air and electrical lines are not tangled, crimped or pinched, or being dragged against tractor parts. • Listens for leaks.
	Mounting bolts	<ul style="list-style-type: none"> • Checks for loose or missing mounting brackets, clamps, bolts, or nuts. • Checks that both fifth wheel and slide mounting appear solidly attached in place.
	Safety latch/locking jaw	Checks that fifth wheel locking jaws are securely locked and that safety latch is engaged.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Truck/Tractor (Coupling System)	Platform	Checks for cracks or breaks in the platform structure which supports the fifth wheel skid plate.
	Release arm	If equipped, checks that the release arm is in the engaged position and the safety latch is in place.
	Kingpin/apron/gap	<ul style="list-style-type: none"> • Checks that kingpin is not bent. • Checks that the visible part of the apron is not bent, cracked, or broken. • Checks that the trailer is laying flat on the fifth wheel skid plate (no gap).
	Sliding 5th wheel locking pins	<ul style="list-style-type: none"> • If equipped, looks for loose or missing pins in the slide mechanism of the sliding fifth wheel. If air powered, checks for leaks. • Checks that locking pins are fully engaged. • Checks that the fifth wheel is positioned properly so that the tractor frame will clear the landing gear during turns.
Trailer (Trailer Front)	Air/electric connect	<ul style="list-style-type: none"> • Checks that trailer air connectors are sealed and in good condition. • Checks that glad hands are locked in place, free of damage, and there are no audible air leaks. • Checks that trailer electrical plug is firmly seated and locked in place.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Trailer (Trailer Front) (cont.)	Header board	<ul style="list-style-type: none"> • If equipped, checks the header board to see that it is secure and free of damage. • If equipped, the canvas or tarp carrier is mounted and fastened securely. • On enclosed trailers, checks the front area for signs of damage such as cracks, bulges, or holes.
	Lights/reflectors	<ul style="list-style-type: none"> • Checks that reflectors are clean; none are missing or broken, and are of proper color (red on rear, amber elsewhere). • Checks that clearance lights work, are clean, not broken, and of proper color (red on rear, amber elsewhere).
Trailer (Side of Trailer)	Landing gear	<ul style="list-style-type: none"> • Checks that landing gear is fully raised, has no missing parts, crank handle is secure, and the support frame and land pads are not damaged. • If power operated, checks for air or hydraulic leaks.
	Frame, tandem release	<ul style="list-style-type: none"> • Checks for cracks or bends in longitudinal frame members. • Checks for loose, cracked, bent, broken, or missing cross members. • Checks for signs of breaks or holes in box or trailer floor. • If equipped, makes sure the locking pins are locked in place and release arm is secured.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Trailer (Side of Trailer) (cont.)	Lights/reflectors	<ul style="list-style-type: none"> • Checks that reflectors are clean; none are missing or broken, and are of proper color (red on rear, amber elsewhere). • Checks that clearance lights work, are clean, not broken, and of proper color (red on rear, amber elsewhere).
	Doors/ties/lifts	<ul style="list-style-type: none"> • Checks that doors and hinges are not damaged and that they open, close, and latch properly. • Checks that ties, straps, chains, and binders are secure. • If equipped with cargo lift looks for leaking, damaged, or missing parts and explains how it should be checked for correct operation. • Lift must be fully retracted and latched securely.
Trailer (Wheels)	Rims	<ul style="list-style-type: none"> • Checks for damaged or bent rims. • Rims should not have welding repairs. • Checks for rust trails that may indicate rim is loose on wheel.
	Tires (I-C-D) I = tire inflation C = tire condition D = tread depth	<ul style="list-style-type: none"> • Tire inflation: Checks for proper inflation by using a tire gauge or by striking tires with a mallet or other similar device. • Tire condition: Checks that tread is evenly worn and looks for cuts or other damage to tread or sidewalls. Also makes sure that valve caps and stems are not missing, broken, or damaged. • Tread depth: Checks for minimum tread depth (4/32 on steering axle tires, 2/32 on all other tires).

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Trailer (Wheels) (cont.)	Axle seals	<ul style="list-style-type: none"> • Checks that there are no cracks or distortions in wheel/axle mounting and there are no signs of leaking lubricants. • If the axle has a sight glass, driver checks that oil is adequate.
	Lug nuts	<ul style="list-style-type: none"> • Checks that all lug nuts are present. • Checks that lugs are not loose (rust trails around nuts). • Checks that there are no cracks radiating from lug bolt holes or distortion of the bolt holes. NOTE: If one out of five lug nuts is missing, postpone or reschedule the DPE. If two out of ten lug nuts are missing postpone or reschedule the DPE.
	Spacers	<ul style="list-style-type: none"> • If equipped, checks that spacers are not bent, damaged, or rusted through. • If equipped, checks that spacers are evenly centered, with the dual wheels and tires evenly separated. • On dual wheels, checks that nothing is wedged between the tires.
Trailer (Suspension)	Springs/air/torque	<ul style="list-style-type: none"> • Checks for missing, shifted, cracked or broken leaf springs. • Checks for broken or distorted coil springs. • Checks air ride suspension for damage and leaks. • If vehicle is equipped with torsion bars, torque arms, or other types of suspension components, checks that they are not damaged and are mounted securely.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Trailer (Suspension)	Spring mount	<ul style="list-style-type: none"> • Checks that spring attachments (brackets, bolts, bushings) are in place. • Checks for cracked or broken spring hangers. • Checks for broken, missing, or loose bolts (includes U-bolts). • Checks for missing or damaged bushing. • Checks for broken, loose, or missing axle mounting parts.
Trailer (Brakes)	Slack Adjuster	<ul style="list-style-type: none"> • Checks for broken, loose, or missing parts. • The angle between push rod and adjuster arm should be a little over 90° when brakes are released and not less than 90° when brakes are applied. Also acceptable is if the driver states that the push rod should move less than two inches when the brakes are applied.
	Brake chamber	Checks that brake chambers are not leaking, cracked, or dented, and are mounted securely.
	Brake hoses/lines	Checks for cracked, worn, or frayed hoses, and that all couplings are secure and not leaking.
	Brake drum/linings	<ul style="list-style-type: none"> • Checks for cracks, dents, or holes. Also checks for loose or missing bolts. • Brake linings (where visible) are not worn dangerously thin. • Checks brake drum and linings for contaminants such as grease, oil, etc.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Trailer (Rear of Trailer)	Lights/reflectors	<ul style="list-style-type: none"> • Checks that reflectors are clean, none are missing or broken, and are of proper color (red on rear, amber elsewhere.). • Checks that clearance lights work, are clean, not broken, and of proper color (red on rear, amber elsewhere.).
	Doors/ties/lifts	<ul style="list-style-type: none"> • Checks that doors and hinges are not damaged and that they open, close, and latch properly. • Checks that ties, straps, chains, and binders are secure. • If equipped with cargo lift, looks for leaking, damaged, or missing parts and explains how it should be checked for correct operation. • Lift must be fully retracted and latched securely.
	Splash guards	If equipped, checks that splash guards or mud flaps are not damaged and are mounted securely.
Bus (Front of Bus)	Lights	Checks that all lights (e.g., headlights-{high and low beams}, turn signals, clearance identification) on front of the vehicle are clean and working.
Bus (Passenger Items)	Passenger entry/lift	<ul style="list-style-type: none"> • Checks that the entry door is not damaged, operates smoothly, and closes securely. • Checks that hand rails are secure and the step light is working if equipped. • Checks that entry steps are clear and the treads are not loose or worn excessively. <p>If equipped with a handicap lift, looks for leaking, damaged, or missing parts, and explains how lift should be checked for correct operation. Lift must be fully retracted and latched securely.</p>

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Bus (Passenger Items), (cont.)	Emergency Exits	<ul style="list-style-type: none"> • Checks that all emergency exits are not damaged, operate smoothly, and close securely. • Checks that all emergency exit-warning devices are working.
	Seating	Checks that there are no broken seat frames and that the seats are firmly attached.
Bus (Driver/ Entry Area)	Door(s), mirror	<ul style="list-style-type: none"> • Checks that door(s) are not damaged and that they open and close properly. • Checks door window for damage and excessive dirt. • Hinges should be secure with seals intact. • Checks for proper adjustment of mirrors. • Checks that all internal and external mirror(s) are present and not damaged. • Checks that mirror bracket(s) are not damaged and that mirrors are mounted securely. • Checks that visibility is not impaired due to dirty mirrors.
Bus (Front Brakes/ Suspension)	Air leaks/level	<ul style="list-style-type: none"> • Checks that the vehicle is sitting level and not leaning to one side. Leaning would indicate a suspension problem • If air-equipped, checks for audible air leaks from suspension system air bags.
	Slack adjustor	<ul style="list-style-type: none"> • Checks for broken, loose, or missing parts. • The angle between push rod and adjustor arm should be a little over 90° when brakes are released and not less than 90° when brakes are applied. Also acceptable is if the driver states that the push rod should move less than two inches when the brakes are applied.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Bus (Front Brakes/ Suspension) (cont.)	Brake chamber	Checks that brake chambers are not leaking, cracked, or dented, and are mounted securely.
	Brake hoses/lines	Checks for cracked, worn, or frayed hoses, and that all couplings are secure and not leaking.
	Brakes drum/linings	<ul style="list-style-type: none"> • Checks for cracks, dents, or holes. Also checks for loose or missing bolts. • Brake linings (where visible) are not worn dangerously thin. • Checks brake drum and linings for contaminants such as grease, oil, etc.
Bus (Front Wheel)	Rims	<ul style="list-style-type: none"> • Checks for damaged or bent rims. • Rims should not have welding repairs. • Checks for rust trails that may indicate rim is loose on wheel.
	Hub oil seal	Checks that hub oil/grease seals are not leaking, and if a sight glass is present that the oil level is adequate.
	Tires (I-C-D) I = tire inflation C = tire condition D = tread depth	<ul style="list-style-type: none"> • Tire inflation: Checks for proper inflation by using a tire gauge or by striking tires with a mallet or other similar device. • Tire condition: Checks that tread is evenly worn and looks for cuts or other damage to tread or sidewalls. Also makes sure that valve caps and stems are not missing, broken, or damaged. • Tread depth: Checks for minimum tread depth (4/32 on steering axle tires, 2/32 on all other tires).
	Lug nuts	<ul style="list-style-type: none"> • Checks that all lug nuts are present. • Checks that lug nuts are not loose (rust trails around nuts). • Checks that there are no cracks radiating from lug bolt holes or distortion of the bolt holes. <p>NOTE: If one out of five or two out of ten lug nuts is missing, postpone or reschedule the DPE.</p>

Pre-Trip Inspection Scoring Criteria (cont.)

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Bus (Fuel Tank Area)	Fuel tank/leaks	Checks that tank(s) are secure and not leaking, caps are tight, and that there are no leaks from tank(s) or lines.
Bus (Baggage Compartments)	Battery Box	<ul style="list-style-type: none"> • Wherever located, checks that battery(ies) are secure, connections are tight, and cell caps are present. • Battery connections should not show signs of excessive corrosion. • Battery box and cover (or door) must be secure.
	Door secure	Checks that baggage and all other exterior compartment doors are not damaged, operate properly, and latch securely.
Bus (Rear Wheels)	Rims	<ul style="list-style-type: none"> • Checks for damaged or bent rims. • Rims should not have welding repairs. • Checks for rust trails that may indicate rim is loose on wheel.
	Tires (I-C-D) I = tire inflation C = tire condition D = tread depth	<ul style="list-style-type: none"> • Tire inflation: Checks for proper inflation by using a tire gauge or by striking tires with a mallet or other similar device. • Tire condition: Checks that tread is evenly worn and looks for cuts or other damage to tread or sidewalls. Also makes sure that valve caps and stems are not missing, broken, or damaged. • Tread depth: Checks for minimum tread depth (4/32 on steering axle tires, 2/32 on all other tires).
	Axle Seals	<ul style="list-style-type: none"> • Checks that there are no cracks or distortions in wheel/axle mounting and there are no signs of leaking lubricants. • If the axle has a sight glass, checks that oil level is adequate.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

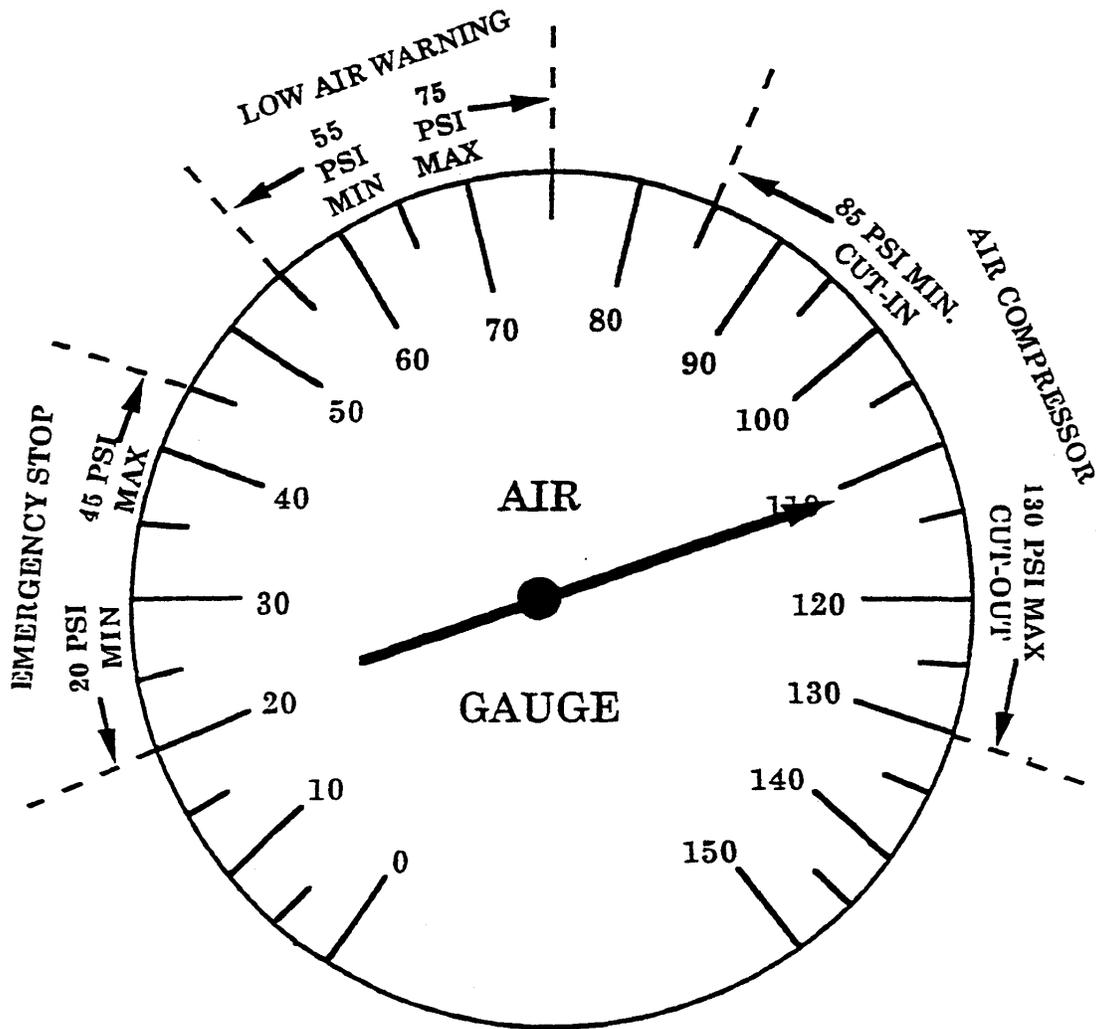
<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Bus (Rear Wheels) (cont.)	Lug nuts	<ul style="list-style-type: none"> • Checks that all lug nuts are present. • Checks that lug nuts are not loose (rust trails around nuts). • Checks that there are no cracks radiating from lug bolt holes or distortion of the bolt holes. <p>NOTE: If one out of five or two out of ten lug nuts is missing, postpone or reschedule the DPE.</p>
	Spacers	<ul style="list-style-type: none"> • If equipped, checks that spacers are not bent, damaged, or rusted through. • If equipped, checks that spacers are evenly centered, with the dual wheels and tires evenly separated. • On dual wheels, checks that nothing is wedged between the tires.
Bus (Rear Brakes/Suspension)	Air Leaks/level	<ul style="list-style-type: none"> • Checks that the vehicle is sitting level and not leaning to one side. Leaning would indicate a suspension problem. • If air-equipped, checks for audible air leaks from suspension system air bags.
	Slack adjustor	<ul style="list-style-type: none"> • Checks for broken, loose, or missing parts. • The angle between push rod and adjustor arm should be a little over 90° when brakes are released and not less than 90° when brakes are applied. Also acceptable is if the drivers states that the push rod should move less than two inches when the brakes are applied.
	Brake chamber	Checks that brake chambers are not leaking, cracked, or dented, and are mounted securely.
	Brake hoses/lines	Checks for cracked, worn, or frayed hoses, and that all couplings are secure and not leaking.

Pre-Trip Inspection Scoring Criteria (cont.) 5.14

<i>Section</i>	<i>Item Scored</i>	<i>Criteria</i>
Bus (Rear Brakes/Suspension) (cont.)	Brake drum/linings	<ul style="list-style-type: none"> • Checks for cracks, dents, or holes. Also checks for loose or missing bolts. • Brake linings (where visible) are not worn dangerously thin. • Checks brake drum and linings for contaminants such as grease, oil, etc.
Bus (Rear of Vehicle)	Lights/reflectors	<ul style="list-style-type: none"> • Checks that reflectors are clean, none are missing or broken, and are of proper color (red on rear, amber elsewhere)- • Checks that clearance lights work, are clean, not broken, and of proper color (red on rear, amber elsewhere).
	Splash guards	If equipped, checks that splash guards or mud flaps are not damaged and are mounted securely.

For Examiners Only (C.O.L.A.) 5.15

For Examiners Only (C.O.L.A.)	<p>C.O.L.A. is acronym to use as a memory aid to remember the four required air brake tests that must be performed.</p> <p>Air Compressor Governor Cut-In test Air Compressor Governor Cut-Out test Low Pressure Warning Signal Air Leakage Rate Test</p> <p>Failure to perform all four elements of the air brake check will result in an Automatic Disqualification for the CDL DPE.</p>
Cut In	Compressor Governor starts (cuts in) no lower than 85 psi. (usually about 100 psi.) or at manufacturers specifications.
Cut Out	Compressor Governor stops (cuts out) between 110 and 120 psi. (average) with 130 the maximum.
Low Air Warning	Device activates between 55-75 psi.
Air Leakage	With a fully charged air system, turn the engine off and release the parking brake. Apply firm, steady pressure to foot brake and hold for 1 minute. It should not lose more than 3 psi. for straight truck or 4 psi. in a combination of vehicles.



NORMAL OPERATING RANGE BETWEEN
90 AND 120 PSI.

NORMAL OPERATING RANGE BETWEEN
90 AND 120 PSI.

<p>Hydraulic Brake Systems 5.17</p>	<p>Many class B vehicles have this type of brake system. It's very much like a passenger vehicle system. In larger vehicles, the hydraulic system needs a booster to function effectively.</p> <ul style="list-style-type: none"> • Have the driver pump the brake pedal and hold for 5 seconds, the pedal should not move. <p>The parking brake check must also be demonstrated. <i>Remember: the applicant cannot DQ if they don't demonstrate these tests.</i></p>
<p>Vacuum Booster 5.18</p>	<p>Look for a vacuum gauge*. It's similar to the air reservoir but measured- in inches of mercury.</p> <ul style="list-style-type: none"> • 15-24 inches for normal operating with 30 inches maximum. • Low vacuum warning device activates at 8 inches. <p>*Some 2-axle vehicles won't have a vacuum gauge.</p> <div data-bbox="662 814 1377 1260" data-label="Figure"> </div> <p>VEHICLE SHOULD NOT BE OPERATED UNDER 8 INCHES OF MERCURY</p> <p>VEHICLE SHOULD NOT BE OPERATED UNDER 8 INCHES OF MERCURY</p>
<p>Air Compressor Governor Cut-In and Cut-Out Test 5.19</p>	<p>These tests determine if the air pumped into the storage tanks (controlled by a governor on the compressor) starts and stops when it should. Each vehicle has a specific "cut in" and "cut out" range. Cut in -when air starts to be pumped into the tanks. Cut Out- when the air stops flowing into the tanks.</p> <p>Engine is running for each test. Also, the compressor governor must cut out before cut in test can be performed.</p>

<p>Air Compressor Governor Cut-In and Cut-Out Test (cont.) 5.19</p>	<p>To determine <u>cut out</u>, vehicle builds pressure, needle(s) move up until they stop (110-120 average, 130 maximum).</p> <p>For cut in, vehicle loses air pressure by driver fanning the brake pedal. Needle will move down. At approximately 90 PSI (85 PSI minimum), driver should stop the braking. Needles(s) will start to rise, showing the governor has cut in and air is being replenished.</p> <p><i>Terms aren't important, only that they know what is being tested and how to perform the test.</i></p>
<p>Low Pressure Warning Signal 5.20</p>	<p>The low air warning (light, buzzer or both) alerts the driver of a major air loss and that action must be taken quickly. If pressure drops below about 20 PSI, the spring brakes will automatically set.</p> <ul style="list-style-type: none"> • Engine can be running or off with the ignition on. <p>Fan brakes down to approximately 60 PSI, the light/buzzer should activate. (55- 75 PSI normal)</p>
<p>Air Leakage Rate Test 5.21</p>	<p>This refers to methods of assuring the air brakes aren't leaking excessive amounts of air. Most systems will have a minimal loss.</p> <ul style="list-style-type: none"> • Engine is off. Release all brakes. • Time 1 minute for test. (Yes, YOU time it!) <p>With air pressure built up to a high PSI range (100-120), turn off engine and let system stabilize, apply steady foot pressure for 1 minute. Needle(s) can't drop in excess of 3 PSI for single vehicle or 4 PSI for combination.</p> <p>These are the only REQUIRED tests. The driver may also check that the spring brakes come on automatically, the rate of air pressure build up or test the service brakes.\</p>
<p>Parking Brake Test 5.22</p>	<p>The parking brake test is NOT part of the air brake check. It is a separate scored item on the score sheet. A driver CANNOT DQ if the parking brake check isn't performed.</p> <p>In most newer combination vehicles, the parking and emergency brakes are the same spring brake mechanism. By setting (testing) one, they both get checked. In single vehicles, or combinations that are separate, both brakes must be checked.</p> <ul style="list-style-type: none"> • Allow vehicle to move slowly. Apply the parking brake. It should stop the vehicle. Or • Set the parking brake. Try to move the vehicle. It should hold.

<p>Skills Test 5.23</p>	<p>Completing the Score Sheet: Before the skills tests begin, the following procedures must be followed:</p> <ul style="list-style-type: none"> • Complete the drive test date. • Complete the test location or route number. • Complete the drive test vehicle license plate number(s). <p>There are four skills test:</p> <ul style="list-style-type: none"> • forward stop/straight-line backing • measured right turn • alley dock • parallel park (conventional). <p>All four skills tests must be administered regardless of the type of vehicle the driver is using for the test.</p>
<p>Definitions 5.24</p>	<p>Encroachment - Anytime any portion of the vehicle breaks the plane of any boundary. (Note: Hitting the base of a cone or base of stanchion does not count as an encroachment.)</p> <p>Boundary - A boundary can be; painted lines, cones, stanchions, curbs, fences, etc. (Note: If a curb is used as a boundary, the cones must be placed on the curb.)</p> <p>Pull-up - A change of direction to get the vehicle into a better position.</p>
<p>Scoring the Skills Test 5.25</p>	<p>To pass the skills test portion on the drive test, the driver must have no more than ten errors overall or no more than five errors on a line for any one of the skills. If no points were deducted, place a check mark next to the skill to indicate that it was completed.</p> <p>When conducting any skills test, the examiner is to be out of the vehicle, and at a point to observe the skills test performance.</p> <p>The driver is not allowed to stop and get out of the vehicle to check their progress. If the driver begins to get out of the vehicle, remind the driver that it is not allowed. Do not count the reminder as an error.</p> <p>Be sure that the driver understands that passing the skills test is required prior to completion of the road test. The “incomplete” box is marked when the road test is not completed because some (or all) of the skills test are conducted off site and the results are unsatisfactory. If incomplete, have the driver return to the beginning location. No credit is given for any of the road</p>

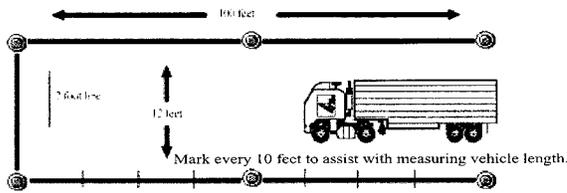
<p>Scoring the Skills Test (cont.) 5.25</p>	<p>maneuvers or skills tests if “incomplete” is marked. If the driver does not pass the skills test, all skills test must be repeated on the next evaluation. If the skill test results are unsatisfactory, the road test will not be given at that time. For this reason, it is recommended that the skills test be performed as close to the testing location, or as early in the route as possible.</p> <p>If the driver goes over the curb or sidewalk during a skill, it may not be an automatic disqualification (DQ) unless the examiner has to intervene to prevent an accident or the driver is out of control. (i.e., going to strike an object other than the curb).</p> <p>Once the driver passes the skills test, the driver will get credit for the skills test portion on a retest.</p>
<p>Intentionally Striking Cones 5.26</p> <p>(Good Faith Effort)</p>	<p>The driver must genuinely attempt to position the vehicle within the boundary of the designed skill. The driver is also expected to be within the 2-foot stop line for the forward stop and alley dock. The driver is not expected to back straight through the boundaries, and then pull forward to position the vehicle on the parallel park or alley dock. If a determination is made by the examiner that the driver is not really trying, the examiner will ask the driver to reposition the vehicle and try again. Any points deducted on the first attempt will be counted.</p>
<p>Parallel Parking of Articulated Vehicles 5.27</p>	<p>Articulated-Definition: Having a hinge or pivot connection to allow negotiation of sharp turns.</p> <p>Allowances must be made to accommodate the length of articulated vehicles. The following guidelines should be used when setting up the parallel parking skill for articulated vehicles.</p> <p>Articulated Bus:</p> <p>Allow the entire vehicle length plus 10 feet.</p> <p><i>Note:</i> This is considered a single vehicle and the entire bus must be parked in the parallel space.</p> <p>Truck or Tractor and Trailer Combination:</p> <p>Length of the trailer plus 10 feet.</p> <p><i>Note:</i> Only the trailer is required to be in the parallel space.</p>

<p>Parallel Parking of Articulated Vehicles (cont.) 5.27</p>	<p>Vehicle with Double Articulation Points:</p> <p>Allow the length of the vehicle and the tongue (as on a transfer vehicle) plus 10 feet.</p> <p><i>Note:</i> Only the trailer is required to be in the parallel space.</p>
<p>Skill Test Site Selection 5.28</p>	<p>The skills test may be performed on an off -street site or on surface streets. In either case, make certain that the areas chosen are suitable for heavy vehicles and have the necessary overhead clearance. To select a surface street, look for an area with light traffic, such as an industrial area.</p> <p>For the skills site, boundary lines should be painted, marked with tape, or chalk. Where painting, taping, or chalking is not possible, cones or other markers should be used. Cones or other markers should be used to mark the corners of the exercises.</p> <p>All testing locations will use 6 cones or stanchions at least 3' (preferably) or more in height during the Skill Tests. Once the Skill Tests are passed, they need not be repeated if the Road Test result is unsatisfactory (see criteria for procedures). If the Skill Test results are unsatisfactory, the Road Test will not be conducted at that time. For this reason, it is recommended that the Skill Tests be performed as close to the testing location or as early in the route as possible.</p>

Skill Test Criteria 5.29 This section provides criteria to evaluate the driver’s ability to maneuver a vehicle through four different skills test.

Section	Maneuver	Item Scored	Criteria
Skills Tests	Straight Line Backing	Pullups	Performs maneuver without stopping and reversing direction to get a better position.
		Encroachments	Performs maneuver without touching a cone or boundary line.
		Stop line (2 ft.)	Fore the forward stop portion, stops the vehicle two feet in front of stop line without going past the stop line.
	Right Turn	Pullups	Performs maneuver without stopping and reversing direction to get a better position.
		Encroachments	Performs maneuver without touching a cone or boundary line.
		Clearance	Brings the rear wheel of the vehicle 12 inches or less from the cone.
	Alley Dock	Pullups	Performs maneuver without stopping and reversing direction to get a better position.
		Encroachments	Performs maneuver without touching a cone or boundary line.
		Rear Dock (2ft.)	Stops vehicle tow feet or less from the stop line without going past the stop line.
	Parallel Park	Pullups	Performs maneuver without stopping and reversing direction to get a better position.
		Encroachments	Performs maneuver without touching a cone or boundary line.
		Inside	Vehicle (trailer for Class A drivers) is completely inside the space.

**FORWARD STOP and
STRAIGHT-LINE BACKING
100 feet**



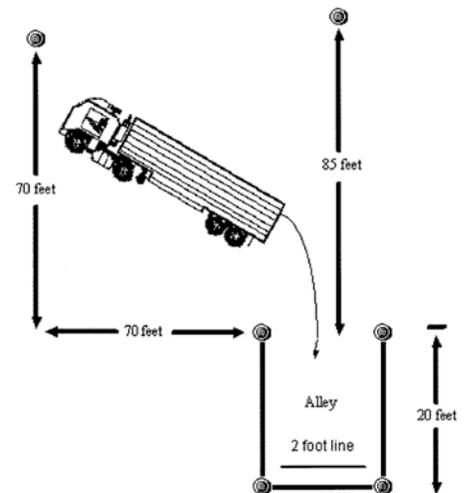
FORWARD STOP:

Drive through the alley without going over the boundary lines or hitting a cone and stop with your front bumper as close as possible to the line at the end of the alley without going past it. You may stop only once. Once you have stopped do not pull ahead. Do not lean out of the window or open the door to see better. I will signal you when to move forward. When you finish, set your parking brake and tap your horn. Do you have any questions?

STRAIGHT-LINE BACKING:

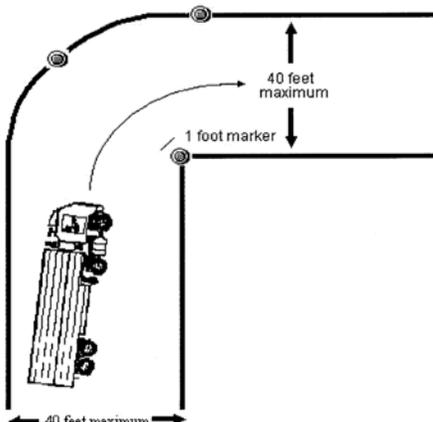
Drive straight forward until I signal you to stop. I will then signal you to back down the alley. Keep your vehicle within the 12-foot lane outlined by the cones. Do not touch any cone. Stop once your rear bumper has cleared the last set of cones at the end of the alley. When you finish, set your parking brake and tap your horn.

ALLEY DOCK

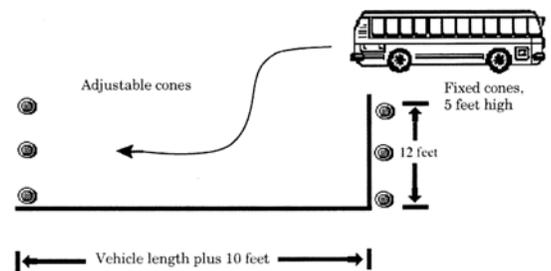


Drive past the entrance to the alley and set yourself up so that your vehicle is positioned on the left side of the cone.

(Point to the reference cone.) Stop and then back into the dock. Keep the vehicle within the alley dock outlined by the cones and do not touch any cone. You may pull forward past the cone positioned 85 feet in front of the alley dock opening (point to the boundary cone). Try to get as close as possible to the back of the alley without going past the markers. When I waive you forward you may begin. When you finish, set your parking brake and tap your horn. Do you have any questions?



Drive slowly forward and make a right turn around that cone. Bring the rear wheels of the vehicle (or trailer) as close as possible to the base of the cone without hitting it. I will walk up to the cone. When I wave you forward, you may begin. When you finish, set your parking brake and tap your horn. Do you have any questions?



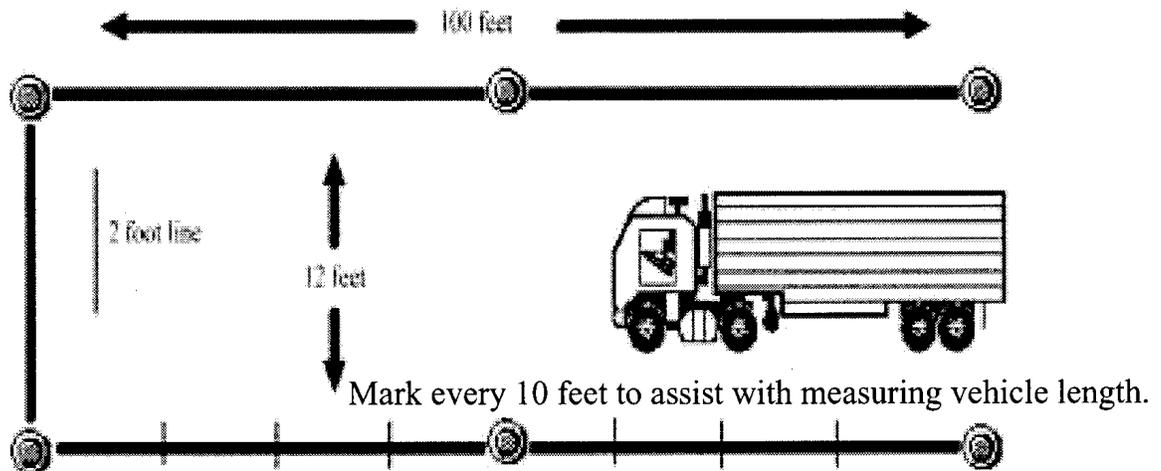
Drive by the parallel parking space, stop, and then back into it. Get the vehicle (for Class A, only the trailer) completely into the space without hitting a cone or going over the boundary lines. When I wave you forward you may begin. When you finish parking, set your parking brake and tap your horn. Do you have any questions?

Forward stop/straight line backing

Driver drives forward and stops the vehicle within two feet in front of stop line without going past the stop line.

Driver drives backwards in a straight line with no corrections for a minimum of 100 feet.

At least six, three foot cones (may be taller) **must** be used for this skill. An office may use a curb as a boundary line; however, cones must be placed on the curb. In addition to using cones, painted boundary lines are optional.



Suggested instructions:

Forward Stop:

Drive through the alley without going over the boundary lines or hitting a cone and stop with your front bumper as close as possible to the line at the end of the alley without going past it. You may stop only once. Once you have stopped, do not pull ahead. Do not lean out of the window or open the door to see better. I will signal you when to move forward. When you are finished, set the parking brake and tap your horn. Do you have any questions?

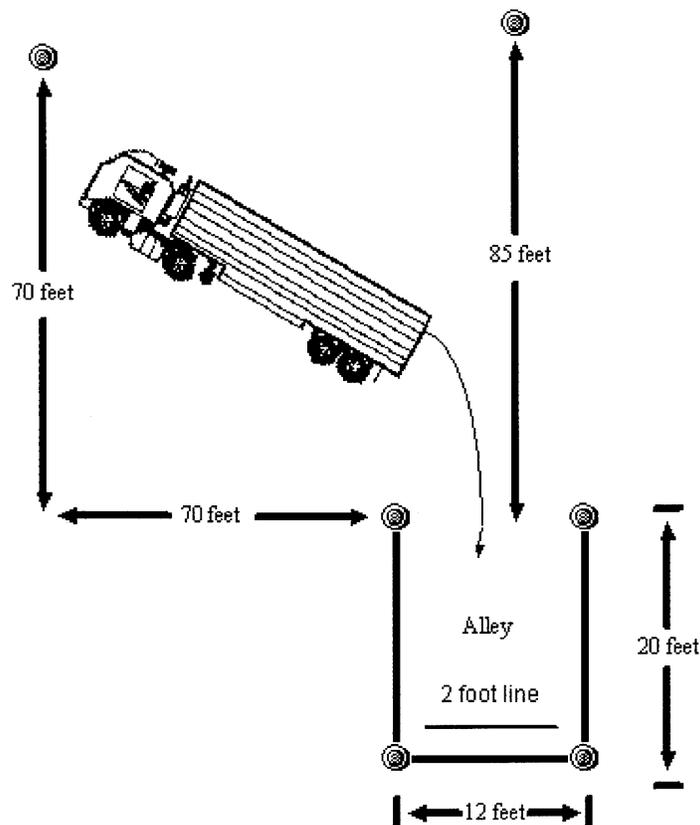
Straight-line Backing:

Drive straight forward until I signal you to stop. I will then signal you to back down the alley. Keep your vehicle within the 12-foot lane outlined by the cones. Do not touch any cone. Stop once your rear bumper has cleared the last set of cones at the end of the alley. When you are finished, set the parking brake and tap your horn. Do you have any questions?

*CDL SKILL TEST DIAGRAMS (cont.)***Alley dock**

Driver performs alley dock without touching cones or curb(s). Maneuver should not be done on the driver's blind side. The vehicle is to be positioned to the left of the reference cone.

At least five, three-foot cones (may be taller) must be used for this skill. A curb may be used as a boundary line; however, cones must be placed on the curb. In addition to using cones, painted boundary lines are optional.

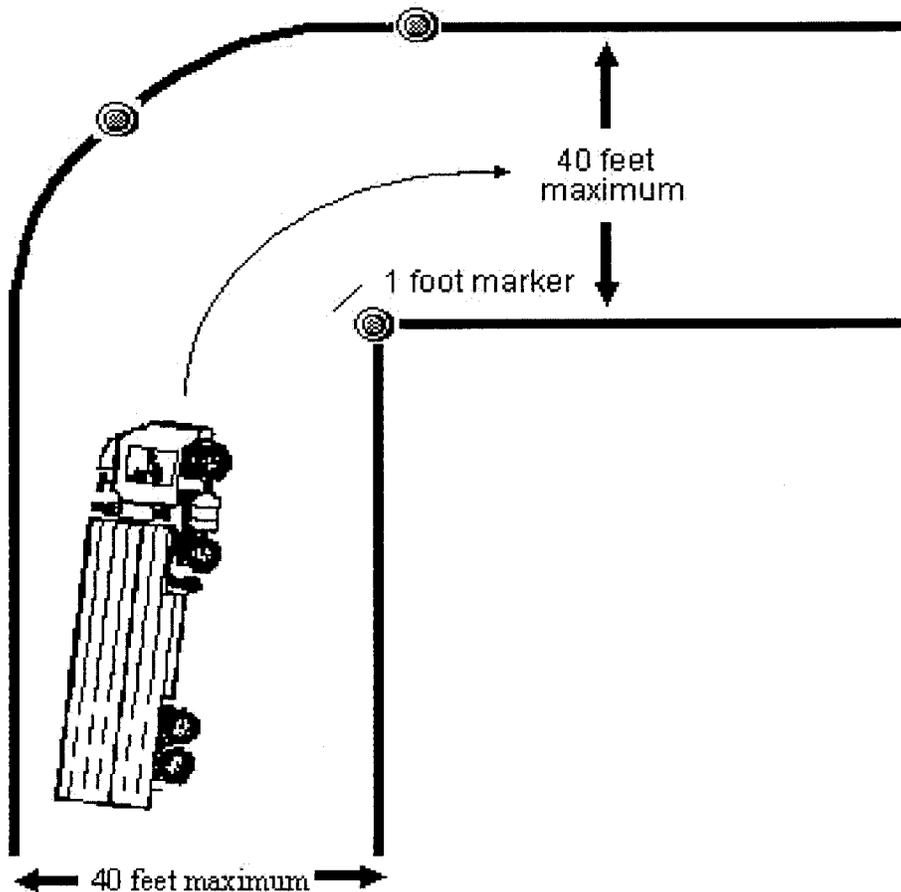
**Suggested instructions:**

Drive past the entrance to the alley and position your vehicle on the left side of the cone (point to the reference cone). Stop and then back up into the dock. Keep your vehicle within the alley dock outlined by the cones and do not touch any cone. Try to get as close as possible to the back of the alley without going past the markers. When I wave you forward, you may begin. When you are finished, set the parking brake and tap your horn. Do you have any questions?

*CDL SKILL TEST DIAGRAMS (cont.)***Measured right turn**

Driver drives forward and makes right turn around a cone. The rear wheels should come as close to the cone as possible without touching it

At least three, three foot cones (may be taller) must be used for this skill. A curb may be used as a boundary line; however, cones must be placed on the curb. In addition to using cones, painted boundary lines are optional.

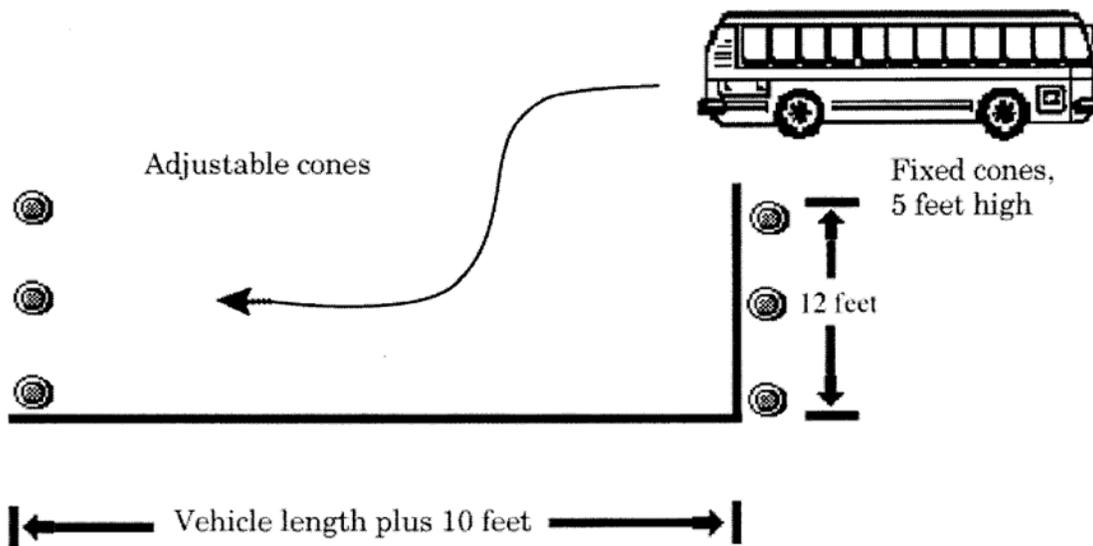
**Suggested instructions:**

Drive slowly forward and make a right turn around that cone (point to the cone). Bring the rear wheels of the vehicle (or trailer) as close as possible to the base of the cone without hitting it. I will walk up to the cone. When I wave you forward, you may begin. When you finish, set your parking brake and tap your horn. Do you have any questions?

*CDL SKILL TEST DIAGRAMS (cont.)***Parallel parking**

Driver parallel parks without touching cone or curb. For drivers applying for a Class A license, only the trailer has to be within the parallel space. Conduct test on right side. Do on left side only if necessary.

At least six, three foot cones (may be taller) **must** be used for this skill. You may use a curb as a boundary line; however, cones must be placed on the curb. In addition to using cones, painted boundary lines are optional.

**Suggested instructions:**

Drive by the parallel parking space, stop, then back into it. Get the vehicle (for Class A, only the trailer) completely into the space without hitting a cone or going over the boundary lines. When I wave you forward, you may begin. When you finish, set your parking brake and tap your horn. Do you have any questions?

Scoring the Road Tests 5.32	<p>The road test is administered after the driver has passed the pre-trip inspection and skills test portions of the CDL evaluation.</p>
Criteria Adjustments Based on Vehicle Size 5.33	<p>Commercial vehicles come in varying sizes, combinations, and styles. You must make adjustments for vehicles during certain maneuvers based upon size, combination, or design of the vehicles. (i.e., <u>position in lane during turns, checking blind spots.</u>) In a larger vehicle, it might be necessary for the vehicle to go into the oncoming traffic lane so that the trailer does not go on to the curb. In a smaller vehicle (15 passenger van) it may be necessary to check the blind spot due to the lack of oversize mirrors that are normally found on larger commercial vehicles.</p>
Road Test Score Sheet 5.34	<p>The ETP CDL Driving Performance Evaluation Sheet (Part II) is used to score the CDL drive test. The road test portion of the score sheet contains driving maneuvers and a list of critical driving errors.</p> <p>The three principal purposes of the score sheets are:</p> <ul style="list-style-type: none"> • To document the standard of driving required for all drivers. • To make examining techniques and passing requirements uniform. • To record the driving performance results.
Scoring Objectives 5.35	<p>The examiner scores a series of maneuvers at predetermined locations. The score sheet and scoring criteria break down each maneuver into a series of tasks and behaviors that the driver must perform correctly. The scoring criteria provides the examiner with explicit objective cues and standards for deciding if a maneuver was performed correctly. If the task and/or maneuver are not performed according to the criteria, the examiner marks the appropriate space on the score sheet.</p>
Score as you go 5.36	<p>When a driver does not perform a maneuver according to the scoring criteria, mark the score sheet immediately. Do not depend on your memory to do so later.</p>
Giving Directions 5.37	<p>Do not deviate from directions/direction points.</p> <p>Instruction: Always give the direction to the driver at the designated direction point on the route. The designated direction points on the drive test route are where each instruction for the next maneuver is given. There should be a direction point for each</p>

<p>Giving Directions (cont.) 5.37</p>	<p>maneuver that the driver has to make a direction change, e.g.; right and left hand turns, freeway entrances and exits, lane changes, up and downgrade parking maneuvers, etc. (A designated direction point can be a landmark, street sign, building, cross street, etc.)</p>
<p>Do Not Instruct 5.38</p>	<p>Never coach or instruct the driver. Give directions, not instructions. Always give the direction to the driver at the designated point on the route.</p>
<p>Scoring the Driving Maneuvers 5.39</p>	<p>The score sheet contains 11 sections that correspond to criteria and scored maneuvers of a route. There is also a section for critical driving error items. For each section of the score sheet there is:</p> <ul style="list-style-type: none"> • A list of criteria items (route elements) to be scored. • Beside each item (route element) there is a “0” to be used for scoring the driver’s execution of the route element. • At the top of each column of “0s” is a bold letter or number. <p>Use the following method for tracking when a maneuver is scored:</p> <ul style="list-style-type: none"> • Each scored maneuver is scored from top to bottom (vertically). • Immediately before the scored maneuver occurs, circle the bold letter of number at the top of the column of “0s”. • If the driver performs the maneuver incorrectly, draw a line through the “0”. • If the driver performs the maneuver correctly do not make a mark through the “0”. • If for some reason a maneuver is not scored, draw a vertical line through the entire column of “0s” for that maneuver. <p>Note: Do not score items unless you actually observe them. If the traffic conditions do not permit a maneuver to be scored at the designated location, draw a line through the entire column of “0s” for that maneuver.</p>
<p>Scoring Critical Driving Errors 5.40</p>	<p>If a critical driving error occurs anywhere on the route, mark the error in the Critical Driving Error Section of the score sheet and end the CDL driving test. Direct the driver back to your starting location by the most suitable route.</p>
<p>Passing Score for the Road Test 5.41</p>	<p>To pass the road test portion of the CDL drive test, the driver must make not more that 45 errors and have no critical driving error marked. The driver is disqualified from the road test if any critical driving error is marked on the score sheet.</p> <p>The road test must conclude and the score sheet marked unsatisfactory. The driver must be re-tested on the road test portion of the drive test. The pre-trip inspection and skills test do not need to be repeated. However, the pre-drive safety check</p>

Passing Score for the Road Test (cont.) 5.41	<p>should be performed as a safety precaution to ensure the vehicle(s) are in safe working condition.</p>
Comment Section (On the Reverse Side of the Score Sheet) 5.42	<p>This section provides an area on the score sheet to describe:</p> <ul style="list-style-type: none"> • Why the driver did not meet the specific scoring criteria for a satisfactory performance. • In detail the circumstances of any critical driving error.
Completing the Score Sheet 5.43	<p>At the end of the evaluation, complete the Comments Section. Review the score sheet and check that everything is marked clearly and correctly. Be sure you lined out the maneuvers that were not performed during the evaluation. Carefully add up the number of marked “0s” and enter the total in the space below “Number of Errors” on the score sheet. Remember passing is 45 errors or less.</p> <p>Even if the driver has 45 errors marked before the end of the CDL evaluation, continue with the evaluation unless the driver commits a critical error that justifies ending the CDL evaluation. An immediate critical driving error does not have a numeric score, only the letters “DQ” (disqualification).</p>
Always Double Check Your Calculations 5.44	<p>Before informing the driver of the test results, and before entering the total number of errors in the result box, always double check to be sure that you have added the score correctly. This is very important in cases of failure.</p>
Simulated Downgrade 5.45	<p>The driver must be asked how they would proceed down a steep downgrade before beginning the road test. If they are unable to answer, you may postpone the test. If they miss some of the criteria items, mark off the items they missed and continue with the evaluation.</p>
Entrances and Exits 5.46	<p>Some driveways will be exempt from deduction of points or failure if the vehicle hits the curb or runs over the curb. Many commercial vehicles and combinations cannot complete these types of turns without hitting the driveway curb. Use your judgment and be reasonable.</p>
Railroad Crossings 5.47	<p>Vehicles, which are carrying hazardous materials and buses, are the only vehicles that are required to stop at railroad crossings. (Vehicle Code §22452)</p>

Road Test Evaluation Criteria 5.48

The road test is administered after the driver has passed the pre-trip inspection portion of the CDL evaluation.

This section provides details on how to evaluate a driver's performance on the road portion of the CDL evaluation.

Road Test Evaluation Scoring Criteria 5.48

Section	Maneuver	Item Scored	Criteria
Bridge/Overpass Sign	N/A	Weight/clearance instruction	<ul style="list-style-type: none"> • Bridge: Driver observed the posted weight limit. • Overpass: Driver observed the posted clearance. • Sign: Driver observed the posted regulatory sign.
Railway Crossings	N/A	Train check	<ul style="list-style-type: none"> • Observes for trains to the left and right, indicated by head movement to the left and right. • Must stop within 50 feet of and no closer than 15 feet from tracks. NOTE: Applies only to buses and Hazmat vehicles. • Reacts safely to traffic situations. • Reacts safely to traffic situations.
		Gear use	Crosses railway without shifting gears.
Start and Stop on Grade	Approach	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead.. to the left., and right., indicated by head movement to the left and right and use of mirrors. • Reacts safely to traffic situations.
		Signal	<ul style="list-style-type: none"> • Activates proper signal prior to pulling over to stop. • Cancels signal after pulling over to stop.
		Proper lane	Vehicle is in the right-most lane.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Start and Stop on Grade (cont.)	Approach Continued	Deceleration/ braking	<ul style="list-style-type: none"> • Brakes smoothly. • Changes gears (if necessary). • Changes gears without clashing gears, lugging engine, or coasting.
		Gear use	Keeps vehicle in gear while decelerating.
	Stop	Vehicle parallel to curb	<ul style="list-style-type: none"> • Vehicle is parallel to curb or shoulder of road and safely out of the traffic flow.
		Vehicle parallel to curb continued	<ul style="list-style-type: none"> • Not blocking driveways, fire hydrants, and intersections.
		Roll back	Vehicle does not roll forward or backward.
		Parking brake	<ul style="list-style-type: none"> • Sets parking brake- • Puts gear shift in neutral or park- • Foot is not resting on brake pedal.
		Set wheels	Sets wheels properly against curb.
	Start	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, and right, indicated by head movement to the left and right and use of mirrors. • Reacts safely to traffic situations.
		Signal	<ul style="list-style-type: none"> • Activates proper signal prior to pulling into traffic. • Cancels signal after pulling into traffic.
		Parking brake	Releases parking brake.
		Gear control	Puts vehicle in gear without rolling backwards.
		Speed	Accelerates smoothly and merges into proper lane.

ROAD TEST EVALUATION SCORING CRITERIA (cont.)
5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Driving Down Grade	N/A	Check brakes	Checks brakes before starting down grade.
		Proper gear	<ul style="list-style-type: none"> • Changes to lower gear before grade, if needed- • Changes gears without clashing gears, lugging engine, or coasting. • Engine not racing- • Keeps vehicle in gear. • Selects and maintains safe speed, one that is not too fast for the weight of the vehicle, length and steepness of the grade, weather, and road conditions. • Applies brake firmly for 3 to 4 seconds.
		Speed control/braking	
		Clutch use	Does not ride clutch.
		Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, and right, indicated by head movement to the left and right and use of mirrors.
			<ul style="list-style-type: none"> • Reacts safely to traffic situations.
Driving Up Grade	N/A	In proper gear	<ul style="list-style-type: none"> • Changes to lower gear. if needed- • Changes gear to maintain speed. • Changes gears without clashing gears or lugging engine.
		Stays in right lane	Stays in right-most lane.
		Uses 4-ways if slow	Activates 4-way flashers if too slow for traffic.
		Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, and right, indicated by head movement to the left and right and use of mirrors. • Reacts safely to traffic situations.

Road Test Evaluation Scoring Criteria (cont.) 5.48

Section	Maneuver	Item Scored	Criteria
Lane Changes	Lane Change	Traffic check	<ul style="list-style-type: none"> • Left lane change: Observes traffic ahead, to the left and rear, indicated by head movement to the left and proper use of mirrors. • Right lane change: Observes traffic ahead, to the right and rear, indicated by head movement to the right and proper use of mirrors. • Reacts safely to traffic situations..
		Signal	<ul style="list-style-type: none"> • Activates proper signal prior to lane change- • Cancels signal after lane change.
		Spacing/speed	<ul style="list-style-type: none"> • Waits for adequate gap. • Changes lanes at appropriate speed for traffic conditions (basic speed law). • Creates space cushion in front of vehicle after lane change.
		Steering control	<ul style="list-style-type: none"> • Changes lanes by turning the steering wheel smoothly. • Moves to the center of lane.
Turns	Approach	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead. to the left, right, and rear, indicated by head movement to the left and right and use of mirrors. • Looks toward other drivers and pedestrians when necessary. • Reacts safely to traffic situations.
		Signal	Activated turn signal at least 100 ft. prior to turn, but not so early as to mislead other drivers as to intention.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Turns (cont.)	Approach (cont.)	Gear use/braking	<ul style="list-style-type: none"> • Decelerates and brakes smoothly without jerking- • Changes gears as necessary to maintain power. • Changes gears without clashing gears, lugging engine, or coasting. • Keeps gear engaged.
		Lane position	<ul style="list-style-type: none"> • Uses designated lane for turn. <ul style="list-style-type: none"> – For right turns: <ul style="list-style-type: none"> – Enters bike lane where line is broken. – Enters right turn pocket lane at opening. – Uses the right-most part of right lane. – For the left turns: <ul style="list-style-type: none"> – Enters two-way left turn lane within 200 feet of turn and does not violate the right-of-way of any vehicle already in the lane. – Enters left-turn pocket lane at opening. – Uses the left-most part of left lane. • Stays within lane markings.
		Unnecessary stop	There is no vehicle or pedestrian traffic, signal light, or traffic sign requiring a stop.
	Stops	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, right, and rear, indicated by head movement to the left and right. • Looks toward other drivers and pedestrians when necessary . • Reacts safely to traffic situations.
		Full stop	<ul style="list-style-type: none"> • Brings vehicle to a full stop • No movement forward or roll backward.

Road Test Evaluation Scoring Criteria (Continued) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Turns (cont.)	Stops	Gap or limit line	<ul style="list-style-type: none"> • Able to see rear wheels of vehicle in front or has room to maneuver around vehicle without backing up. • Stops without the front-most part of the vehicle being: <ul style="list-style-type: none"> – in intersection. – over limit line. – beyond sidewalk or stop sign.
		Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, and right, indicated by head movement to the left and right and use of mirrors. • Looks toward other drivers and pedestrians when necessary. • Yields to vehicles already at or in the intersection or to pedestrians in the intersection. • Accepts right-of-way when it is safe to start. <p>Reacts safely to traffic situations.</p>
		Steering control/ gears	<ul style="list-style-type: none"> • Turns steering wheel smoothly and with full control of vehicle. • Turns vehicle only the amount necessary (does not over-steer or under-steer). • Changes gears during turn if needed- • Changes gears without clashing gears, lugging engine, or coasting.
		Speed	<ul style="list-style-type: none"> • Maintains smooth, safe speed and keeps control of the vehicle. • No unnecessary Stops during turn.
		Too wide/short	Keeps vehicle within the lane or lane markings.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Turns (cont.)	Completes Turn	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left. and right, indicated by head movement to the left and right and use of mirrors. • Looks toward other drivers and pedestrians when necessary. • Reacts safely to traffic situations.
		Signal	Cancels signal upon completion of turn.
		Too wide/short	Keeps vehicle within the lane or lane markings.
	Completes Turn	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left. and right, indicated by head movement to the left and right and use of mirrors. • Looks toward other drivers and pedestrians when necessary. • Reacts safely to traffic situations.
		Signal	Cancels signal upon completion of turn.
		Turns into correct lane	Ends turn in the proper lane.
		Speed/gear	<ul style="list-style-type: none"> • Accelerates smoothly up to the speed of traffic or speed limit- • Changes gears without clashing gears, lugging engine, or coasting.
Intersections	Through The side streets are controlled.	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, and right, indicated by head movement to the left and right. • Looks toward other drivers and pedestrians when necessary. • Reacts safely to traffic situations.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
		Yields	<ul style="list-style-type: none"> • Yields to pedestrians and other traffic already at or in the intersection. • Accepts right-of-way without causing confusion or impeding traffic flow.
		Gear use	<ul style="list-style-type: none"> • If necessary, changes gears to move vehicle safely through the intersection. • Changes gears without clashing gears, lugging engine, or coasting.
		Speed	Maintains traffic flow speed through intersection.
	Stop	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, right, and rear, indicated by head movement to the left and right and use of mirrors. • Looks toward other drivers and pedestrians when necessary. • Reacts safely to traffic situations.
		Deceleration/ braking	Decelerates and brakes smoothly without jerking.
		Gear use	<ul style="list-style-type: none"> • Changes gears if needed. • Changes gears without clashing gears, lugging engine, or coasting.
		Full stop	<ul style="list-style-type: none"> • Brings vehicle to a full stop. • No unnecessary movement forward or roll backward.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Intersections	Stop	Gap or limit line	<ul style="list-style-type: none"> • Able to see rear wheels of vehicle in front or has room to maneuver around vehicle without backing up. • Stops without the front most part of the vehicle indicated by head movement to the left and right and use of mirrors. being: <ul style="list-style-type: none"> – in intersection. – over limit line. – beyond sidewalk or stop sign.
	Start	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, right, and rear, indicated by head movement to the left and right and use of mirrors. • Looks toward other drivers and pedestrians when necessary. • Reacts safely to traffic situations.
		Yields	<ul style="list-style-type: none"> • Yields to pedestrians and other traffic already at or in the intersection. • Accepts right-of-way without causing confusion or impending traffic flow.
		Gear Use	<ul style="list-style-type: none"> • If necessary, changes gears to move vehicle safely through the intersection. • Changes gears without clashing gears, lugging engine, or coasting.
		Speed	<ul style="list-style-type: none"> • Accelerates smoothly.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Freeway	Enter/Merge	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, and/or right, indicated by head movement to the left and/or right and use of mirrors. • Enter: Looks toward other drivers and pedestrians when necessary. • Reacts safely to traffic situations.
		Signal	<ul style="list-style-type: none"> • Enter: Activates proper turn signal at least 100 ft. prior to entering, but not so early as to mislead other drivers as to intention. • Merge: Activates proper turn signal as soon as freeway traffic is visible. • Cancels signal.
		Steering control	Enters and merges by turning the steering wheel smoothly.
		Spacing	<ul style="list-style-type: none"> • Waits for adequate gap. • Creates space cushion in front of vehicle after merging.
		Speed/gear use	<ul style="list-style-type: none"> • Enters: Accelerates in entering lane- • Enters and merges at appropriate speed for traffic conditions (basic speed law). • Changes gears without clashing gears, lugging engine, or coasting.
		Lane position	<ul style="list-style-type: none"> • Merge: Merge onto freeway without going over solid boundary lines. • Keeps in center of lane.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Freeway, (cont.)	Lane changes	Traffic check	<ul style="list-style-type: none"> • Left lane change: Observes traffic ahead, to the left and rear, indicate by head movement to the left and proper use of mirrors. • Right lane changes: Observes traffic ahead, to the right and rear indicated by head movement to the right and proper use of mirrors. • Reacts safely to traffic situations.
		Signal	<ul style="list-style-type: none"> • Activates proper signal prior to lane change. • Cancels signals after lane change.
		Lane position	<ul style="list-style-type: none"> • Keeps in center lane.
	Exit	Traffic check	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, right and rear, indicated by head movement to the left and right and use of mirrors. • Reacts safely to traffic situations.
		Signal	<ul style="list-style-type: none"> • Activates proper signal prior to entering exit lane. • Cancels signal after entering exit lane.
		Steering control	<ul style="list-style-type: none"> • Exits by turning the steering wheel smoothly.
		Spacing Speed/gear use	<ul style="list-style-type: none"> • Waits for adequate gap. • Creates space cushion in front of vehicle after exiting. • Decelerates in exit lane. • Exits at appropriate speed for traffic conditions (basic speed law). • Changes gears without clashing gears, lugging engine, or coasting.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Freeway, (cont.)	Exit, (cont.)	Speed/gear use	<ul style="list-style-type: none"> • Decelerates in exit lane. • Exits at appropriate speed for traffic conditions (basic speed law). • Changes gears without clashing gears, lugging engine, or coasting.
		Lane position	<ul style="list-style-type: none"> • Exits freeway without going over solid boundary lines. • Keeps in center of lane.
Urban/Rural Sections	<p>N/A Note: If a non-scored lane change must be performed in the urban or rural section, it is included as part of the total performance of the urban or rural section.</p>	Traffic checks	<ul style="list-style-type: none"> • Observes ahead, to the left and right for hazards, indicated by head movement to the left and right and use of mirrors. • Reacts safely to traffic situations.
		Lane position	Keeps in center of lane.
		Spacing	Leaves space cushion to front and sides.
		Speed	<ul style="list-style-type: none"> • Maintains speed without exceeding the posted speed limit. • Slows for hazards or obstruction. • Maintains appropriate speed for traffic conditions (basic speed law).
Curve	N/A	Traffic checks	<ul style="list-style-type: none"> • Observes traffic ahead, to the left, right, and rear, indicated by head movement to the left and right and use of mirrors. • Reacts safely to traffic situations.
		Entering speed	Reduces to a safe speed before curve.
		Through speed	Maintains safe speed during curve without braking or downshifting.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Curve (cont.)		Lane position	Keeps vehicle in lane.
Critical Driving Error Continued	N/A	Intervention by examiner	Any driver action or inaction requiring physical or verbal intervention by the examiner.
		Strikes object/curb	<ul style="list-style-type: none"> • Makes contact with another vehicle, object, pedestrian, or animal when it could have been safely avoided. • Drives over the curb or on the sidewalk.
		Disobeys traffic sign, signal, law	<ul style="list-style-type: none"> • Does not make a full stop at a: <ul style="list-style-type: none"> – stop sign – red light (includes freeway metered ramps). – flashing red light. • Unnecessary stop at a green light, at an intersection, or on a freeway metered ramp. • Disobeys other traffic signs and/or lane markings such as: <ul style="list-style-type: none"> – lane drop. – painted arrows. – curb markings (red, blue, etc.). • Driver in a bus or Hazmat vehicle fails to stop at railroad crossing. • Driver in a bus or Hazmat vehicle shifts gears while crossing railroad tracks. • Driver in a bus or Hazmat vehicle does not look both ways at a railroad crossing.
Disobeys traffic safety personnel or safety vehicles	<ul style="list-style-type: none"> • Passes school bus with flashing red lights. • Fails to pull over and stop for an emergency vehicle. • Disobeys any safety personnel, law enforcement officer, or fire fighter. 		

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Critical Driving Error (cont.)	N/A (cont.)	Dangerous maneuver	<ul style="list-style-type: none"> • Any driver action or inaction causing another driver or pedestrian to take evasive action. • Neither looks in mirror(s) nor blind spot (over shoulder(s)) during: <ul style="list-style-type: none"> – lane change – merge. – backing. – pulling from curb or side of road. • Does not move head for traffic check at uncontrolled intersection. • Kills engine in an intersection. • Enters intersection when unable to clear intersection. • Unnecessary stop on freeway merge lane while entering or exiting.
Critical Driving Error	N/A	Speed	<ul style="list-style-type: none"> • Drives 10 mph over the speed limit. • Drives too fast for safety. • Drives 10mph under the speed limit when road and/or traffic conditions do not warrant it. • Drives too slow for safety.
		Auxiliary equipment use	Fails to use windshield wipers, defroster, or headlights when weather conditions or darkness requires it.

Road Test Evaluation Scoring Criteria (cont.) 5.48

<i>Section</i>	<i>Maneuver</i>	<i>Item Scored</i>	<i>Criteria</i>
Critical Driving Error (cont.)	N/A	Lane violation	<ul style="list-style-type: none"> • Drives further than 200 feet in a bike lane or two-way center left turn lane. . • Drives straight from a designated turn lane. • Turns from a designated forward (straight) lane. • Anytime vehicle is in the oncoming traffic lane. • Makes turn from wrong lane. Exception: If improper turn is made without merging into bike lane, do not mark critical driving error as long as the blind spot is checked. Instead score under Turns, Approach, Lane.

<p>Certificate of Driving Skill 5.49</p>	<p>You may give each driver you hire, who is an original commercial driver license applicant or is upgrading his or her commercial status, a commercial driving test equivalent to the test given by DMV.</p> <p>Upon successful completion of the driving test, a Certificate of Driving Skill may be completed and signed by the authorized representative, examiner, and driver. The certificate is signed under penalty of perjury under the laws of the State of California. A Certificate of Driving Skill is not required for drivers who already hold a commercial driver license (unless the driver is upgrading their license or adding an endorsement).</p> <p>Prior to issuance of a Certificate of Driving Skill your authorized representative must ensure the employee is:</p> <ul style="list-style-type: none"> • Employed by the Employer at the time of training. • Trained by the Employer prior to taking the drive test. • Employed by the Employer at the time the test was given. • Employed by the Employer prior to being issued a Certificate of Driving Skill. • Required by law to hold a commercial license to operate commercial vehicles during the course of employment with this Employer. <p>Note: A Certificate of Driving Skill is not required to be submitted for those drivers who already hold the proper license to drive your vehicles. Newly hired drivers who hold the proper license for company vehicles may be given a modified commercial driving test.</p>
<p>Uses of the Certificate of Driving Skill 5.50</p>	<p>A Certificate of Driving Skill may not always be required for certain situations, and incorrect submissions can cause delays in issuing a driver license.</p> <p>The table on the next page lists instances in which a Certificate of Driving Skill is, or is not, acceptable. Questions on unique circumstances should be addressed to the ETP Unit.</p>

<p>Uses of the Certificate of Driving Skill (cont.) 5.50</p>	<p>If...</p>	<p>Then a Certificate of Driving Skill is...</p>
	<p>The driver does not hold a commercial license.</p> <p>The driver has a license, which has been expired more than one year.</p>	<p>Acceptable, if the:</p> <p>Driver is employed by a company enrolled in ETP.</p> <p>Commercial driving test is given by the Employer.</p> <p>Examiner’s driver license is valid.</p> <p>Examiner possesses correct class of driver license with appropriate endorsements.</p>
	<p>The driver is removing a restriction (i.e., driver has current commercial license with restriction 48, 64, etc.).</p>	<p>Acceptable, if:</p> <p>A full pre-trip, skills test, drive test is given by you and the Certificate of Driving Skill is submitted to DMV.</p>
	<p>The driver holds a valid commercial driver license for the company’s vehicles and the driving test is being given because the driver is newly hired.</p>	<p>Not required or acceptable.</p>
	<p>If...</p>	<p>Then a Certificate of Driving Skill is...</p>
	<p>The driver has a valid School Bus Certificate, Student Pupil Activity Bus Certificate (SPAB), or a General Public Para transit Vehicle Certificate (GPPV).</p>	<p>Not acceptable. The special certificate can be used for waiving a Class B with passenger endorsement driving test. Unless removing a restriction for upgrading of a commercial license.</p>
	<p>Your employees are scheduled for retirement.</p> <p>You are a military employer and your employees are scheduled for discharge from military service.</p>	<p>Not acceptable. Do not issue a Certificate of Driving Skill for the sole purpose of helping these persons find employment.</p> <p>Not acceptable. Do not issue a Certificate of Driving Skill for the sole purpose of helping these persons find employment.</p>

<p>Uses of the Certificate of Driving Skill (cont.) 5.50</p>	<p style="text-align: center;">If...</p> <p>A person’s driving is incidental to his/her occupation, such as a mechanic for a transit company, school district, fire district, etc.</p> <p>NOTE: If the vehicle is designed to transport passengers, a passenger endorsement is required.</p>	<p style="text-align: center;">Then a Certificate of Driving Skill is...</p> <p>Acceptable. The appropriate commercial driver license is required.</p>
<p>Driving Test Program 5.51</p>	<p>When the Certificate of Driving Skill is presented to DMV, DMV may waive the driving test for a Class A or Class B application when the driver has first:</p> <ul style="list-style-type: none"> • Qualified for a Class C driver license. • Met the other examination requirements for the license for which the driver is applying (as specified in Vehicle Code §12804.9(e). • DMV verifies that an authorized Employer issued the Certificate of Driving Skill. <p>The Employer must establish a driving test program for certification purposes under the Employer Testing Program, which includes, the utilization of the Commercial Driver License Driving Performance Evaluation Criteria established by DMV in all driving tests used for certification purposes.</p> <p>All driving tests must be conducted by an examiner who has been authorized by DMV to conduct driving tests for the Employer Testing Program and conducted on an Employer’s DMV approved route, with no deviations from the approved route.</p> <p>If the Employer utilizes a commercial vehicle with special equipment plates during the drive test, a trip permit is required at the time of the test.</p>	

<p>Drive Test Routes 5.52</p>	<p>You must have a primary and alternate drive test route approved by DMV, and a DMV route approval number for each route. The DMV approved route number assigned to the route used for the drive test will be required on the drive test score sheet and on the Certificate of Driving Skill.</p> <p>A new Employer will be issued an EN after DMV:</p> <ul style="list-style-type: none"> • Determines the employer meets the participation requirements. • Approves your routes. • Assigns DMV route approval numbers. <p>An existing Employer will be required to submit documentation of its primary and alternate drive test route(s), at the time of annual renewal.</p> <p>Any changes to an approved route must be reported to DMV and approved, prior to use. If a correction is needed for any route found to be deficient must be reported by the Employer on the Commercial Driving Performance Evaluation Route and Directions, Employer Testing Program Commercial DPE Maneuver Checklist, and route maps. DMV will need to approve the route before it can be used.</p> <p>NOTE: Exemptions may be granted for missing route elements upon written request by the Employer by submitting a ETP Commercial Driver Performance (DPE) Maneuver Checklist. DMV must approve the exemption, accept the route, and issue a route number prior to you using the route for testing purposes.</p>
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